NEWS JOTTINGS.

-Epitaph for a bore-"He was not for a time,

-Ch. cago is writhing under a mysterious hor ror. Two fingers of a man's hand came through a hydrant on Lage street last Tuesday week. -Mrs. Jenny Blitz Van Zaudt, who is now in Italy, calls herself Madanie Yanzini for the sake

The war veterans who received as holiday presents, artificial arms or legs, may be said to have been truly re-membered.

-The war ships Tuscarora and Vanderbilt, and the monitor Monadnock, arrived at Cayenne on the 27th of November; all well.

-Mr. Bateman presented Parepa on Christman day, as a mark of his esteem, with an elegant Etruscan claret pitcher.

-The latest Boston notion is a "paper hat" company, which is now forming. Paper hats, water-proof and desirable, are to be made for from eight to twenty-five cents. -The citizens of Chambersburg, Pa., have pe

titioned the Pennsylvania Legislature for aid in rebuilding the houses destroyed at the time of the Rebel invasion. -A story was lately set affoat to the effect that

a portion of the island of Heligoland had sunk into the sea, involving the drowning of seventy persons. The report proved false. -William H. Stiles, formerly American charge

d'affaires at Vienna, and known as the author of "Austria and the Austrians," died at Savannah on the 20th ult. He commanded a regiment in -There is no place in Chicago for the poor to

bury their dead, and those who are unable to buy a lot in the cemeteries have been compelled to nter their deceased friends on the open prairie, or in the sand heaps along the lake shore. —A poor woman in Nashville, fifty-four years old, was turned out of her tenement on Thanks-giving day, because of her inability to pay her

rent. Having no shelter, she was found dead on the street on the following morning, among the debris of her household goods. -A recent case of conscience was made known

at the Treasury Department on Tuesday. A let-ter came to the United States Treasurer, mailed in New, York, inclosing ten dollars, and directing the sum to be placed to the credit of the Govern-ment, but giving no explanation of the circumtances under which the money had been taken. -Hon. Samuel Hooper, in behalf of a number of his constituents, on New Yearss Day pre-sented to General Grant, as a New Year's gift, the catalogue of a splendid library of two thou-sand volumes, and valued at \$5000. Coming

from the modern Athens of literature, and through Mr. Hooper, the gift may be re-garded as tasteful and complete in an eminent legree, and worthy of its distinguished recipient. -It has been erroneously stated that the French and United States Governments have arrived at an understanding with regard to Mexican affairs. It is known, however, that Maximilian has not met his pecuniary engagements with Napoleon for keeping the French troops in Mexico, and that the French Emperor is not willing to support a military force there at his

-The performance of Elijah at Boston last week was one of the finest yet givon in that city Mr. Campbell sang the music of the prophet in admirable style, and Mr. Castle was the solo tenor. Of other singers the Boston Transcrip

says:''Madame Parepa's rendering of the soprano airs was great in almost every respect; it was characterized by quiet dignity and thoughtful study throughout. The grander reaches of song she took, as always, with that freedom and assured power consequent upon her incomparable vocal resource and practised skill.

"She gave the dramatic passage; their full fire and meaning; and tinged the tenderer moments of her music with all those qualities of finish, feeling, color, and expression for which she is so

eminently noted.
"Miss Phillips was as true, as faithful, as deeply interesting in the contralto airs as we ever recollect her. Her music was instinctive with quiet beauty, glowing color, and warm fervor and feeling; and where occasion called, as in 'Woe unto them,' with a vigor and depth of utterance and a vivid presentation of its impas-sioned language that kindled and thrilled her

PROPOSALS.

OFFICE OF THE DEPOT QUARTERNASTER PORT LEAVENWORTH, KANSAS, December 19, 1865.

PROPOSALS FOR ARMY TRANSPORTATION. Sealed Proposals will be received at this office until 12 o'clock on the 31st day of January, 1866, for the Transportation of Military Supplies during the year

1866, on the following routes:—
ROUTE No. 1 —From Forts Leavenworth, Laramie, ROUTE No. 1.—From Forts Leavenworth, Laramie, and Riley, and other depots that may be established during the above year on the west bank of the Missouri river, north of Fort Leavenworth and south of latitude 42 degrees north, to any posts or stations that are or may be established in the Territories of Nebraska, Dacotah, Idaho, and Utah, south of latitude 44 degrees north, and east or longitude 114 degrees west; and in the Territory of Colorado north of 40 degrees north. Bidders to state the rate per 100 pounds per 100 miles at which they will transport said stoles in each of the months from April to September inclusive, of the year 1866.

September inclusive, of the year 1866.

ROUTE No. 2—From Forts Leavenworth and Riley, in the State of Kansas, and the town of Kan-Riley, in the State of Kansas, and the town of Kansas, in the State of Missouri, to any posts or stations that are or may be established in the State of Kansas, or in the Territory of Colorado, south of latitude 40 degrees north, drawing supplies from Fort Leavenworth; and to Fort Union, N. M., or other depot that may be designated in that Territory, to Fort Gariand, and to any other point or points on the route. Bidders to state the rate per 100 pounds per 100 miles at which they will transport said stores in each of the months from April to September inclusive, of the year 1866. draive, of the year 1866.

ROUTE No. 3.—From Fort Union or such other depot as may be established in the Ferritory of New Mexico, to any posts or stations that are or may be established in that Territory, and to such posts or stations as may be designated in the Territory of Arizona and State of Texas, west of longitude 105 degrees west. Bidders to state the rate per 100 pounds per 100 miles at which they will transport said stores in each of the months from June to No-

said stores in each of the months from June to No-vember inclusive, of the year 1866.

The weight to be transported each year will not exceed 10,000,000 pounds on Route No. 1, 15,000,000 pounds on Route No. 2, and 6,000,000 pounds on Route No. 3

No additional percentage will be paid for the transportation of bacon, lard, bread, pine lumber, shingles, or any other stores.

transportation of bacon, lard, bread, pine lamber, shingles, or any other stores.

Bidders should give their names in full, as well as their piaces of residence, and each proposal should be accompanied by a bond in the sum of ten thousand dollars, signed by two or more responsible persons, guaranteeing that, in case a contract is awarded for the route mentioned in the proposal to the parties proposing, the contract will be accepted and entered into, and good and sufficient security furnished by said parties, in accordance with the furnished by said parties, in accordance with th

terms of this advertisement.

The amount of bonds required from the contractors will be as follows:—

Proposals must be indorsed:—
"Proposals for Army Transportation on Route No.
"I," 2" or 8" "as the case may be, and none will be entertained unless they fully comply with all the requirements of this advertisement.

Parties to whom awards are made must be prepared to execute contracts at once, and to give the required bonds for the faithful performance of the

required bonds for the latinus performance of the same.

Contracts will be made subject to the approval of the Quartermaster-General; but the right is reserved to reject any or all bids that may be offered.

Contractors must be in readiness fer service by the 1st day of April, 1866, and they will be required to have a place of business or agency at or m the vicinity of Forts Leavenworth and Union, and other depots that may be established, at which they may be communicated with promptly and readily.

By order of the Quartermaster-General.

J. A. POTTER,

12 22 3 Colonel and Chief Quartermaster.

DEAFNESS, BLINDNESS, AND CATARRH,—
J. ISAACS, M. D., Professor of the Eye and Ear
treats all discusses appertaining to the above members
with the utmost success. Testimonials from the most
reliable rources in the city can be seen at his office, No.
5 19 FINE Street. The Medical Faculty are invited to
accompany their patients, as he has no secrets in his
ractice.

PROPOSALS.

PROPOSALS.

OFFICE COMMISSARY OF SUBSISTENCE.

ELMIRA, N. Y., January 4, 1808.

Scaled Proposals (in duplicate) will be received at this office up to 12 M. on MONDAY, January 8, for supplying for the use of United States troops and others at this place, FRESH BEEF for six months from the date of contract. The first to be of good quality, in equal proportion of fore and hind quarterst (necks, shanks, and kidney tallow to be excluded); and to be delivered in such quantiting as may from time to time be required by the Commissary, of Subsistence.

A princed copy of this advertisement must be attached to 25th proposal, and each, to have consideration, must contain the written guarantee of two responsible names, as follows:

"We, the undersigned, hereby guarantee that should the above bud be accepted it shall be duly julfilled according to its true purport and conditions."

Also, that a written contract, with bonds to the

Also, that a written contract, with bonds to the amount of \$3000, shall be executed if required.

The undersigner reserves the right to reject any or all proposals which he may ocem incompatible with the interest of the Government.

Proposals to be endorsed, "Proposals for Fresh Beef." Each bidder will please give his name in full, and

state place of residence and place of busingess.

Payment will be made in such funds as are furished by the United States.

Bidders are expected to be present at the opening of the bies to respond to their names.

N. J. SAPPINGTON,

Brevet Major and C. S.

Onice over corner Lake and Carroll streets.

AUCTION SALES.

Under and by virtue of the power vested in me by an Indenture of Morigage upon the property bereinafter described, executed by the Tyrone and Clearfield Railroad Company to me as Trustee, dated the 1st day of November, A. D. 1899, and recorded in the office for Isocording Dead, storember, A. D. 1899, in Morigage Book 1879, 1989, 1999, O T_I C Under and by virtue of the power vested in me by an

long.
At Baid Eagle Valley Railroad intersection, two sidings about 1071 rest total length.
AND, ALSO.
At Tyrone, one 100-feet Track Scales, with office 12 feet
by 12 feet.

by 12 feet.

AND GENERALLY,
All the lands, railways, rails bridges, culverts, trestleworss, tool-houses, coal-houses, wharves, fences, rightsoi-way, workshops, machinery, stations, depots, depotrounds works, masonry, and other superstructure,
real estate, buildings, and improvements of whatever
nature or kind appertaining or belonging to the abovementioned property, and to the said section of said
Tyrone and Clea field Railroad, and owned by said com
pany in connection therewith.

nature or kind appertaining or belonging to the abovement loned property, and to the said section of said Tyrone and Clear field Railroad, ann owned by said company in counction therewith.

The said Railroad Sidings, Real Estate, and Premises, mentioned in the said mortgage, and above described, will be exposed to sale entire and in one lot, and the following terms and conditions will be observed in the making of the said sale:—

The purchaser will be required to pay \$5:00 of the purchase money in cash at the time of the sale, and in case any of the holders of any of the bonds or the coupons due and payable upon the said bonds of the Tyrone and Clearsield Railroad Company, and secured by the mortgage executed by the said Company to the said John Edgar Thomson, Trustee as acorevald, shall become purchasers by themselves or with others in the said purchare money make payment within twenty days after said sale, either in whole or in part, by transferring and delivering to the said John Edgar Thomson, Trustee as accreased the said bonds or coupons, or by receipting upon the same for the amount that may be so hid by him or them in whole or in part, of the said balance of the said purchase money to be estimated for the purpose of such payment at the rate or value of the dividend or share of the said purchase money which the said holders of the said bonds or coupons may be respectively entitled to receive according to the terms of said mortgage, for which share or dividend the said delivery and transfer of or a receipt upon the said purchase money. The said purchase money which the said purchase money if any, shall be paid by the said party so purchasing, in cash, within twenty days after the date of saie, to be said Trustee, and the balance of the said purchase money, if any, shall be paid by the said party so purchasem or owners of the said bonds or coupons as before mentioned, then the balance of said purchase money that may remain after the said purchase money, as thereinbered the purchased at the said saie, or pr

WALL PAPERS.

NEW FALL STYLES

PHILADELPHIA

WALL PAPERS

HOWELL & BOURKE,

N. E. COR. FOURTH AND MARKET STS. MANUFACTURERS OF

PAPER HANGINGS

[11 larath

WINDOWSHADES

THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUED AS HERETOFORE STAMPS OF EVERY DESCRIPTION CONSTANTLY ON HAND, AND IN ANY AMOUNT.

AUCTION SALES,

Under and by virine of the power vested in me by an indenture of Morigage upon the proserty hereinarier described, executed by the Tyrone and Clearfield Raffeed Company to me as Trustee, dated the 12th day of May, A. D. 1850, and recorded in the office for Recording Deeds, etc., in and for the content of lic sale by vendue or outery, and will there sell to the highest and best bidder for the same, the property conveyed to me in mortgage as storesaid and next mentioned, Viz:

The whole of that section of said Tyrone and Clearfield Railroad trom the point ofintersection with the Tyrone and Lock Haven Railroad, near Tyrone, Blair county, Pennsylvania to Philipsburg, Centre county, Femsylvania as the same is now constructed, together with all and singular, the railways, rails, bridges, tonces privileges, rights, and all real property of every description, sequired by and belenging to said Compast. And all the toils, income, issues, and profits to be derived and to arise from the same and all the lands used and occupied for railways, depots, or stations between said points, with all buildings standing thereon or procures. Therefor,

A more specific and detailed statement of the items of property, included and referred to in the foregoing description, may be given as follows:

All that section of the said Tyrone and Clearfield Railroad with Bato Engle Valley Railroad, formerly the Tyrone and Lock Haven Railroad, near yrone, Blair county, thence extending northwardy to another the borough of Philipsburg, Rush (ownship, Centre county and there terminating Saia section of said railroad, between the points a foresaida being about twenty miles in length. Together with the Tight of way for the same, of the number and length follows. BLINGS

connected with said section of said Road and bels figing to said Company, between said points, and the raph of way for the same, of the number and length follows. At Mount Pleasant one saiding about 286 receives.

At Nummit, one Y and level siding, and one level sid-At Summit, 13th Mile Post a second track siding about At Summit, 13th Mile Post a second track siding about 1330 sections. ing north of Summit, with the right of way for all be youd the limits of the right of way for the track last mentioned. The total length of said Y and sldings being

nentioned. The total length shout 1268 feet long at Sandy Ridge, a siding about 1268 feet long. At Powelton, a Y about 1268 feet long, and two sidings about 2784 feet, total length, with the right of way for At Osceola Station, a siding about 744 feet long, together with two lines of track, one of which extends from the main track of the said Tyrone and Clearfield Railroad, to a warehouse lot owned by the said Tyrone and learfield Railroad Company, in said town of Osceola, Decatur township, Clear-field county, about 2975 feet loar; and the other of which extends from a point on the said last-named track township was a constant of Mashanon crack immediately west of the creasing of Mashanon crack which extends from a point of the said inst-named track immediately west of the crossing of Moshannon creek o Miller's Coal Mines, in said Decatur township, Clear field county, about 2354 feet long, and also 500 feet addi-tional Railroad track extending up Moshannan creek; together with the right of way therefor, and all embank-ments, cuttings, bridges, and treatle-works nacessary

ereior.

At Dunbar, one siding about 378 feet long.

At Steiner's, one siding about 233 feet long.

At Philipsburg, three sidings about 1500 feet total

ength.

REAL ESTATE,
At Gardener's Station, near Eighth Mile Post, a Water Station, lot 66 by 100 teet, together with a Water station, 14 feet by 14 feet, with all water rights and At Mount Pleasant a Water Station, 18 feet by 16 feet, with all the water rights and fixtures, lands, and appurtenances needful therefor.

At Sandy Ridge, a Water Station, 14 feet by 14 feet, with woodsheds attached, and all water rights, fixtures, lands, and appurtenances needful therefor.

Out warehouse for containing 147 perches, situated in the fown of Osceolff, Decatur township, Clearfield At 21% Mile Post a lot of ground containing 69 perches.

At 21% Mile Post a lot of ground containing 69 perches, intended for a foreman's dwelling house.

At Philipsburg, one station lot, containing 48 perches with one trame bassenger station, 50 feet by 20 feet and one temperary frame warehouse, 50 feet by 20 feet, built thereon.

At Philipsburg, one lot or piece of ground, containing 485-160 acres with One frame Warehouse, 30 feet by 30 feet.

One trame Engine House, 31 feet by 57 feet.
One from Turn Table, 59 feet in diameter.
And one frame Water Station, 16 feet by 16 feet, built

And one frame Water Station, 16 teer by 16 feet, built thereon, with all the water rights and fixtures, lands and appurtenances, needful therefor.

One from Turn-Table, 50 feet in diameter.
And one frame Water Station, 16 feet by 16 feet, built thereon, with all the water rights and flxtures, lands and appurtenance se, needth therefor.

AND GENERALLY.
All the lands, railways, rails, bridges, culverts, trestleworks, tool-houses, coal-houses, wharves, fences, rights of way, workshops, machinery, stations, depots, depot-grounds, works, masonry, and other superstructure, real estate buildings, and improvements of whatever nature or kind, appertaining, or belonging to the above-mentioned property, and to the said section of said Tyrone and Clean field Railroad, and owned by said Company in connection therewith.

The said Railroad Sidings Real Estate and premises, mentioned in the said mertrage, and above described, will be exposed to sale entire and in one for and the nollowing terms and conditions will be observed in the making of the said sale:—

The purchaser will be required to pay \$10 500 of the purchaser will be required to pay \$10 500 of the purchase money in cash at the time of the sale, and in case may of the holders of any of the holders of any of the bonds of the coupons due and payabe upon the said bonds of the Tyrone and clearded Rainroad. Company, and secured by the mortgage executed by the said Company to the said John Edgar Thomson. Trustee as airoresaid, shall become purchasers by themseves or with others of the said purchase money make payment within twenty days after said sale, either in whole or in part of the said purchase money make payment within twenty days atter said sale, either in whole or in part of the said purchase money make payment that may be so bid by him or them in whole or in part of the said bands or coupons may for the readous of the said purchase money, to be estimated for the purpose of sauh payment at the rate or value of the dividend or share of the said bonds or coupons shall be paid by the said purchase money, to be estimated for the purchase or owners of the said saie by parties other than the holders or owners of th

BROWN & MAGEE

MANUFACTURERS OF TRUNKS. VALISES!

> BAGS, RETICULES.

And all styles of goods suitable for

Travellers and Excursionists.

A large stock of MOROCCO TRAVELLING BAGS AND RETICULES. FOR GENTS AND LADIES,

Of our own Manufacture, suitable for HOLIDAY PRESENTS. No. 708 CHESNUT STREET.

TO SHIP CAPTAINS AND OWNERS.-THE TO SHIP CAPTAINS AND OWNERS.—THE undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caniker, will give personal attention to the vessels entrusted to him for repairs.

Captains or Agents, Ship Carpenters, and Machinists having yessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper Paint, for the preservation of vessels bottoms, for this city, I am prepared to inruish the same on favorable terms.

JOHN E. HAMMITT.

Kensington Screw Dock,

3 11 DELAWARE Avenue, above LA Street

No. 715 CHESNUT STREET, 8 21mths6m4p

AUCTION SALES,

Under and by virtue of the power vested in me, by an Indenture of Morigage upon the property hereinstater described, eacecuted by the Tyrone and Chamfield Railroad Company to be as Trustee, dated the list day of February. A. D. 1861, and recorded in the office for Recording Bleeds, etc., in and for the county of Rain on the 4th day of February. A. D. 1861, and mortgage Book as page 116, etc., and mortgage Book as page 117, A. D. 1861, in Mortgage Book as page 117, A. D. 1861, in Mortgage Book as page 117, A. D. 1861, in Mortgage Book as page 408, etc., to secure the payment of Book as an of the same has been demanded. In the payment of the same has been demanded. In the payment of the same has been demanded in the payment of the same has been demanded in the payment of the surface of the interest on which has ofen so demanded mor and the interest on which has ofen so demanded mor and the interest on which has ofen so demanded from said and the interest of the premises therein referred to, and to mild by such as the distinguesed in secondance therewill, and to discharge my duty as Trustee in respect to the premises It. R. FRANKLIA RAIEY, Trustee as aforesaid, and mortgage in trust for file holders of the bonds secured by said mortgage of the discretion thereby contered, and mortgage in trust for file holders of the bonds secured by said mortgage of the discretion threely contered, and in continuous of the said mortgage provided, I will, upon MoDADAY, the Ill had you for the maintenance of the discretion threely contered, and in declinate to the said thought for Thinacelphia, by the hands of M. Thomas and Sons, auctioneers, and upon the terms and conditions hereina the same, in the property and randinger of the discretion threely contered, and in declinate to Philliadelphia, by the hands of M. Thomas and Sons, auctioneers, and upon the terms and conditions hereina the O TIME

At Tyrone Engine House, one Sking about 1284 feet [Ang. At Bald Engile Vailey Railroad Intersection, two sidings about 1671 feet, total length.
At Mount Pleasant, one skiding about 200 feet long.
At 11% Mile Post, one quarry siding about 383 feet

long.
At Summit, 13th Mile Post, a second track siding about 1330 feet long.
At Summit, one Y and level siding, and one level siding north of Summit with the right of way for all beyond the limits of the right of way for the track last mentioned. The total length of said Y and sidings being short 1600 feet. about 1600 feet.
At Sandy Ridge, a siding about 1268 feet long.
At Powelton, a Y about 1268 feet long, and two sidings about 2784 feet, total length, with the right of way for

about 2784 teet, total length, with the right of way for the same.

AI Ovceola Station, a siding about 744 feet long, together with two lines of track, one of which extends from the main track of the said fyrone and Clearfield Railroad to a warehouse for owned by the said Tyrone and Clearfield Railroad Con pany, in said town of Osceola, Decatur township, Clearfield county, about 2915 feet long; and the other of which extends from a point on the said inst-named track immediately west of the crossing of Moshamon creek to Miler's Coal Miles, in said Decatur township, Clearfield county, about 2304 feet long and also 600 feet of additional Railroad track extending up a celanmon creek; together with the right of way therefor, and all embankments, cuttings, bridges, and treate-works necessary therefor.

At Dunbar, one siding about 232 feet long.

At Steiner's, one siding about 223 feet long at Fhillipsburg, three sidings, about 1500 feet, total length.

REAL ESTATE.

length.

BEAL ESTATS.

At Tyrone one 160-feet Track Scales, with Office, 12 At Tyrone one 160-feet Track Scales, with Office, 12 feet by 12 teet
At Gardener's Station near Eighth Mile Post, a
Water Station lot 56 by 100 teet together with a Water
Station, 14 teet by 14 feet creeted thereon; with all
water rights and fixtures, lands, and appurtenances
needful therefor.

At 5 cunt Picasant a Wa er Station 15 feet by 16
feet with all the water rights and fixtures, lands and
appurtenances needful therefor
At Sandy Rigge, a Water Station 14 feet by 14 feet,
with wood sh ds attached, and all water rights, fixtures,
lands and appurtenances needful therefor.
One warehouse lot, containing 147 perches, situated
in the town of Osceola, Decatur township, Clearfield
county county
At 21% Mile Post a lot of ground, containing 69
perches intended for a foreman's dwelling house.
At Phillipsburg one station lot, containing 49 perches,
with one traine passenger station 50 teet by 20 feet,
and one temporary traine warehouse, 50 teet by 20 teet,

and one temporary frame warehouse, 50 feet by 20 feet, built thereon.

A. Phillipsburg, one lot or piece of ground, containing 4 85-100 acres with One frame Warehouse, 30 feet by 30 feet.
One frame km ine House 31 feet by 57 feet.
One from Turn-ti-ole, 50 feet in diameter.
And one frame Water Station 16 feet by 16 feet, built thereon, with all the water rights and fixtures, land appurtenances needly thereor.

AND GENERALLY.

appurtenances needful thereior.

Alt the lands, miliways, rails, bridges, culverts, trestle works, tool bouses, coal houses, wharves, tences, rights of way, weekshops, machinery, stations, depois, depois, of way, weekshops, machinery, stations, depois, depois, coal estate, balidings, and improvements of whatever nature of kind appertaining or belonging to the above mentioned property and to the said section of the said Tyrone and Clearfield Baliford and owned by said Company in connection therewith, and all the rights, liberties, privileges, and corporate tranchises of said road and Compaty. TEKMS OF SALE.

The said railroad sidings, real estate, and premises mentioned in the said morrigage, and above described, will be exposed to sale entire and in one lot, and the following terms and conditions will be observed in the making of the said sale:—

mentioned in the said mortgage, and above described, while the said to sale entire and in one lot, and the following terms and conditions will be observed in the making of the said sale:

The purchaser will be required to pay \$10,000 of the purchase money in cash at the time of the sale; and in case any of the holders of any of the bonds of the Tyrone and Clearneid Railroad Company, and secured by the mortgage executed by the said Company to the said R. Franklin Railload Company, and secured by the mortgage executed by the said Company to the said R. Franklin Railload Company, and secured by the mortgage executed by the said Company to the said R. Franklin Railload Company to the said R. Franklin Railload Company after said R. Franklin Railload Company after said R. Franklin Railload Company after said sale, either in whose or in part by transierring and delivering to the said R. Franklin Railload Company after said sale, either in whose or in part by transierring and delivering to the said R. Franklin Railload Company after said sale, either in whose or in part of the said balance of the said purchase money. To be estimated for the purpose of such payment at the rate or value of the dividend or share of the said purchase money. To be estimated for the purpose of such payment at the rate or value of the dividend or share of the said bonds or coupons may be respectively entitled to receive according to the terms of said mortgage, for which share or dividend the said delivery and fransier of a receipt upon the said bonds or coupons shall be deemed and taken to be a dicharge and acquittance; and the balance of the said party so purchasing, in cash, within twenty days after the date of sale to the said frustee, and if the said premises shall be purchased at the said sale by patties other than the holders or owners of the said bonds or coupons shall be pared by the said purchase money that may remain after the said payment of \$16,000 truntage of the said frustee in cash, within twenty days thereof. required to be pa

STANDARD SCALES.

FAIRBANKS STANDARD SCALES,

Adapted to Every Branch of Busi ness Where a Correct and Durable Scale is Required. A uniform standard of weights, and a correct sys

tem of weigning, are subjects claiming the attention of every individual in the community. FAIRBANKS & EWING,

MASONIC HALL,

PHILADELPHIA.

RAILROAD LINES.

FOR NEW YORK, THE CAMDEN AND Company's hace Philadelphia and Trenton Raillow Company's hace PROM PHILADELPHIA TO NEW YORK and way places, from Walnut street whari, will leave as follows, vis.:—
At 5 A. M., via Camdeniand Amboy Accommodation.

At 8 A. M., via Camden and Jersey Liv Express.

At 8 A. M. via Camden and Jersey Liv Express.

At 12 M. wia Camden and Amboy Express.

At 12 M. (noon) and 8 P. M., via Camden and Amboy Accommodation (Freight and Passenger),

at 6 and 11-30 P. M., via Camden and Amboy Accommodation (Freight and Passenger), ist class ticket.

LINES FROM KENSINGTON DEPOT WILL LEAVE At II-15 A. M., 4-20 and 6-45 P. M., via Kensington and Jersey City Express.
At 12 P. M. (Night) via Kensington and Jersey City

Express. 2.28
The 6-45 P. M. Line will run daily. All others Sundays

Express.

The 6-45 P. M. Line will run daily. All others Sundays excepted.

At 730 and 11 15 A. M. 3, 3-20, 4-30, 5 and 6-45 P. M., and 12 Midnight for Bristol. Trepton, etc.

At 7 A. M., 1959, 3, 5, and 6-P. M. for cornwells. Torrisdate, Hornesburg.

At 7 A. M., 1959, 3, 5, and 6-P. M. for cornwells. Torrisdate, Hornesburg.

At 7 A. M., 1959, 3, 5, and 6-P. M. for Holmasburg and Frankford, and at 8-P. M. for Holmasburg and intermediate Stations.

Bellvilder Britan Britan Railtoad.

For the Delaware River Valley. Northern Pennsylvania, and New York State, and the Great Lakes.

Two through trains daily (Sundays excepted) from Rensinaton Depot as follows:

At 730 A. M. and 2-30 P. M. for Nfagara Falls, Buffalo, Dunkirk. Camendalgua, Etmira, Ithaca. Owege, Rochester, Binghamton, eswero. Synacuse, Great Bend, Montrose Wikesharre, Scranfon, stroudsburg, Water Gap. Lee videre, Faston Lambertville Flemins ton, etc. The 2-30 P. M. Line connects direct with the Train-seaving Easton for Mauch Chung, Affentowa. Betinishem, etc.

At 5 F. M. for Lambertville and intermediate Stations.

For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street above Walnut, half an hour before departure. The ears run into the Depot, Fifty Pounds of Baggage only allowed each Passenger. Passen, ers are prohibited from taking anything as us, gage but their wearing apparel. All baggage over fifty pothes: o be paid for extra. The company limit their responsibility tor baggage to One Dollar per pound, and will not be flable for any amount beyond \$100, except by special contract.

Graham's Baggage Express will call for and deliver becomes at the Lagors.

will not be liable for any amount beyond sale, exceptly special contract.

Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at 3 Walnut at Lines FROM NEW YORK FOR PHILADELPHIA.

Will leave from foot of Cortiand street.

At 12 M. and 4 P. M., via Jersey City and Caunden.

At 710 and 115 A. M., 6 P. M. and 12 Night, via Jersey.

City and Kensington.
From foot of Barciny street at 6 A. M. and 2 P. M., via
Amboy and Camden.
From Fier No. 1 North river, at 12 M. 3 and 7 P. M.
(Freight and Passenger), via Amboy and Camden.
Jenuary 1, 1866.
WILLIAM H. GAIZMER, Agent.

PEADING RAIL ROAD.

READING RAIL ROAD.

FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLV. NIA. THE SCHUYLKILL.

SUSQUEHANNA CUMBERLAND.

AND NORTH, NORTH WEST, AND THE CANADAS.

WINTER AFRAGEMENT OF PASSENGER TRAINS.

Leaving the Company's Depot, at THIRTENTE and 'ALLOWHILL Streets. Philadelphia, at the following hours.—

Leaving the Company's Depot, at THIRT ENTE and (ALLOWHILL Streets Philadelphia, at the following hours —

At 8:00 A. M. for Reading Lebanon, Harisburg, Pottsville, 'Pinegrove, Tamagua, Sunbury, Williamsport Elmina, Rochester, Niagara Falis Buffalo Allentown Wikesbarre, Pittston, York, Carlisle, Chambersburg Haperstown etc. etc.

This 'rain connects at READING with the East Pen sylvania Railroad trains for Allentown, etc.; and with the Lebanon Valley train for Harrisburg etc.; PORT CLINTON with Catawissa Railroad trains williamsport, Lock Hayen, Elmina, etc.; at HAR RISBURG with Northern Central, 'umberiand Valley and Schuyiki and Susquehama trains for North-umberland, Williamsport, York, Chambersburg, Pine grove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 3:30 P. M., or Reading, Pottsville, Harrisbury, etc., connecting with Reading and Columbia Railroad train for Columbia, etc. and with Catawissa Railroad train for Milton, Williamsport Elmina, Buffalo, etc.

READING AP' OMMODATION.

Leaves Reading at 6:30 A. M., stopping at all way stations, arrives in Philadelphia at 9:35 A. M., Returning, leaves Philadelphia leave Harrisburg at 7:25 A. M., and Pottsville at 2:5, 2: M.; arriving at Philadelphia at 7:50 P. M., and Pottsville at 2:5, 2: M.; arriving at Philadelphia at 7:50 P. M. and Harrisbury at 9:60 P. M. Market tran with a Passenger car attached leaves Philadelphia at 7:25 P. M. and Harrisbury at 9:60 P. M. Market tran with a Passenger car attached leaves Philadelphia at 7:25 P. M.; arriving at Philadelphia at 7:25 P. M. and Pottsville at 2:45, noon for Reading and all way stations (eaves Reading at 1:23 A. M., and Pottsville at 2:45, noon for Reading and all way stations (eaves Reading at 1:245, noon for Reading and all way stations (eaves Reading at 1:25 P. M., and Pottsville at 8:45 A. M., and Philadelphia at 7:55 P. M. CHESTER VALLEY BALLROAD.

Passengers or Downington at 1:65 A. M.

CHESTER VALLEY BAILROAD.

Passengers for Downingtown and intermediate points take the 800 A. M. and 430 P. M. trains from Philadelphia. returning from Downington at 705 A. M. and 230 Noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 40 A. M. and 8 00 P. M., bassins Reading at 10 A. M., and 148 P. M., connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittaburg, Chicago, Williamsport, Elmira, Baitimore, etc.

Be unning, Express Train leaves Harrisburg on arrival Hallroad Express Trains for Fittsburg, Chicago, Wishiamsport. Elimita, Baltimore, etc.

Be urning, Express Train leaves Harrisburg on arrival
of Pennsylvania Express from Fittsburg, a 2 and 9 88

A. M., passing Reading at 4 49 and 10 52 A, M, arriving
at New York at 19 A. M. and 2 45 P. M. Sleeping Car
accompanying these trains throug retween Jersey City
and Pittsburg, without charge.

Mail Train for New York leaves Harrisburg at 1 48

P. M. Mail Train for Harrisburg leaves New York at 12

Noon.

Noon. SCHUYLKILL VALLEY BAILROAD.

Trains leave Pottsvi le st 6:45 and 11:00 A. M., and 7:1
P. M., re turning from Tamaqua at 7:35 A. M. and 1:40 and

15 P M.
SCHULKILL AND SUSQUEHANNA RAILROAD.
Trains leave Anburn at 735 A. M. for Pinegrove and
Harrisburg, and at 1:50 P. M. for Pinegrove and fremont;
returning from Harrisburg a 4:60 P. M., and from Tremont at 7:00 A. M. and 6:60 P. M.
Through first class tickers and emigrant rickets to all
the principal points in the North and West and Canadas.
The following tickers are outained only at the Office
of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent
Reading.
COMMUTATION TICKETS

Reading.

COMMUTATION TI (KETS
At 25 per cent discount, between any points desired for families and firms
MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50 each

Good for 2000 miles, between all points, at \$52'50 each for families and firms

SEASON TICKETS,

For three, six nine or twelve months, for holds only, to all points at reduced rates.

CLI-RGYMEN

Residing on the line of the road will be furnished with cards, entitiling themselves and wives to tickets at haufters.

From Philadeinhia to principal stations, good to Saturday, Sunday and Monday at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-hill streets.

Saturday, Sunday and Monday at reduced fare, to be had only at the Ticket Office at Thirteenth and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets

FREIGHT TRAINS.

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6:00 f. M. for Heading, Lebanon, Harrisourg, Pottsville, Port Cimton, and all points bevond.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M. and for all principal Stations only at 2:15 P. M.

PENNSYLVANIA CENTRAL RAILROAD WINTER ARRANGEMENT.

The trains of the Pennsylvania Central Railroad leave the New Depot, at THIRTIETH and MARKET Streets. The carn of the Market Street Passenger Reilway run to and from this Depot They leave From street every two minutes, commencing one hour previous to the time of departure of each Train, and allow about 30 minutes for a trip. Their cars are in waiting on the arrival of each Train, and connections are made with all roads crossing Market street.

On Sundays—Cars leave Eleventh and Market streets at 6:45 P. M. to connect with Plusheig and Eric Mail, and at 10:25 P. M. with Philadelphia Express.

Mann's Baggage Express is located a. No. 31 S. Eleventh street. Parties desiring Bassage taken to the trains can have it done at reasonable rafe-upon application to him. TRAINS LEAVE AND ARHIVE AT DEPOT, THUS:—

Eric Express

Prin Fynness ...

	Total American excession and the second
8	Mail Train
	Wind V 200 0 M
	Parkenburg
	Harrisburg Accommodation 2 30 "
	Harrisburg Accommodation. 250 Lancaster Accommodation. 400 Paoli Train, No. 2 550 Pittsburg and Eric Mail 730 Pittsburg and Eric Mail 1110
	Paoli Train, No. 2.
?	Pittsburg and Eric Mait
	Luindelbur Expression
	Charlemati Dwagnes at 1:30 A M.
	Philadelphia Express
	Philadelphia Express. 7-10 ** Paoli Accommodation, No. 1 ** Parkesturg Train. 9-30 ** Parkesturg Train. ** 11.20 **
	Parkesburg Train 930 "
	Erie Express. "11 28 "12 36 P M. Lancaster Train. "12 36 P M. Fast Line. "140 "
	Lancaster Train
	Pacil Accommodation, No. 2 446 **
	Pacil Accommodation, No. 2 545 4
	Day Express 8:40 **
5-	Day Express 545 Harrisburg Accommodation 645 Harrisburg Accommodation 645 Philadelphia Express leaves daily. Pittsburg and
	Erie Mail leaves daily (except Saturday). All other
•	
	the a transported Bully and Company Will not assume
	I and blue like Hundred backers in the street were applied which
	their that same attilities to One Hundred Dollars in

contract
For further information, as to time and connections,
see blue and tramed cards, or apply to
THOMAS B. PARKE Ticket Agent at the Depot.
An Emigrant Train runs daily (except Sunday). For
full information as to iare and accommodation, apply to
FRANCIS FUNK No. 137 Dock Street

RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BAL PHILADELPHIA, WILMINGTON, AND BALLANDAR,
TIME TABLE—Commencing MONGAY, January 8, 1886.—I rains will leave Depot, corner of DEOAD street and WASHINGION AVERAGE, as follows:

Express Train at 408 A. M. (Sendays excepted) for Baltimore and Washington, suppring at Wilmington, Perfyville. Havre-de-Grace Aberlieen, retryman's as more than Delaware Rel read Train at 8-15 A. M. (Santay excepted), for Ballebury, Milford, and Intermediate stations. Macho lia and Stemeor's Run
Deaware Rei road iram at \$15 A. M. (Saniay excepted), for Saliabiry, Milford, and intermediate stations.
Way Mail Train at \$15 A. M. (Sandays excepted), for Ba'timore stoppens at Caester, Thurlow Linwood, Claymoni, and ad regular stations between Wilmington and Battimore.
Express Train at 2 45 P. M. (Sandays excepted), for Ratimore and Washington, stopping at these claymoni, Wilmington, Newark F. kton North-sast, Perrywille, Havre de Grace, Aberdeen, Perryman's, Magnets and Stemmer's Rus.
Night Express at 11-15 P. M. for Baft more and Washington, stopping at Chester hurlow, Linwid, Claymont Wilmington, Newark, Elkon, North-sast, Perryville and Havre de-Grace.
Passences by Boat from Baltimore for Fariress Monroe, Nortolk, Lity Point and Richmond will take the \$15 A. M. Train.

As an additional accommodation for those holding Through Tickets for Battimore, Washington and couthern points, a Special car will leave the Philade phia Depor at 11-36 A. M., connecting at Gray's Ferry with the Morning Farress Train from New York
WILMI'S GTON ACCOM stop Lifon TRAINS.
Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at \$15 and 11-15 A. M., and \$36, 500, and 760 P. M. The \$33 P. M. train connects with Delaware Railroad for Miltord and intermediate stations. Leave Wilmington at 7-0, 8 lb, and 9-30 A. M., and 3-00 at 45-60 F. M.

Trains for Now Castle leave Philadelphia at 8-15 A. M., 330 and 5-00 P. M.

Leave Windington at 749,846, and 930 A. M., and 360 a d 550 P M.

Tra ns for New Castle leave Philadelphia at 845 A. M., 330 and 550 P, M.

"HROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 1200 M. and 430 and 550 P. M.

(11) 8 12 R FOR PHILADELPHIA.

Leave Chester at 850,858, and 1044 A. M., and 1236, 543, 501,544 and 1029 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baitimore 825 A. M., Way Mall! 140 P. M., Express; 635 1 M., 8 xpress, 925 P M. Express.

An Accommodation Train for Havre-de-Grace and intermediate stations will leave Baitimore at 410 P. M.

TRAINS FOR BAL IMORE.

Leave Chester at 952 A. M. 323, and 1033 A. M., and 4 P. M.

SUNDAY TRAINS.

Express Train at 4.05 A. M for Baltimore and Washington, Stopping at Wimington Perryy lie, Havro-de-Grace, Aberdeen, Perryman's, Magnolia, and Stemmer's Rus.

Night Express II 15 P. M., for Baltimore and Washington, stopping at Chester, Thur ow Liuwood, Clay Night Express II 15 P. M., for Bultimore and Washington, stopping at Chester Thur ow .inwood, Claymont, Wilmington Newark Elkton, Northeast, Perryville, and Havre-de-Grace.

A special train will leave Philadelphia for Wi mington for intermediate stations at 9 P. M.

EAL: IMORE FOR PHILADELPHIA,

Leave Baltimore at 9 th P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Eigenon and Newark (to take passengers or Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

ington.

A special train will leave Wilmington for Philadelphia and intermediate stations at 6 39 P. M

Freight train, with passenger car attached, will leave Wilmington for Perryville and intermediate s ations at 6 64 P. M.

H. F. KENNEY, Superintendent. NORTH PENNSYLVANIA RAILROAD. Depot, THIRD Street above Thompson.

For BETHLEHEM, DOYLFSTOWN, MAUCH CHUNK EASTON, WILLIAMSPORT, and WILKES BARBI.

At 739 A. M. (Fxpress), for Bethlehem Allentown, Mauch chunk, Hazleton Williamsport, and Wilkes-

At 732 A. M. (Express), for Bethlebem Allentown, Mauch chunk, Hazleton Williamsport, and Wilkesbarre.

At 2:30 P. M. (Express) for Bethlebem, Easton, etc., reaching Easton at 6:45 P. M.

At 5:15 P. M., for Bethlebem, Allentown, Mauch Chunk, Danville and Williamsport
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.

For Lansdale at 6:15 P. M.

White cars of the Second and Third Streets Lina City Passenger Cars run direct to the depot
TRAINS FOR PHILADELPHIA,
Leave Bethlebem at 6:25 A. M. and 10:02 A. M., and 6:15 P. M.

Leave Doy estown at 6:30 A. M., 3:15 and 5:30 P. M.

Leave Lansdale at 6:10 A. M.

Leave Lansdale at 6:10 A. M.

Leave Fort Washington at 10:30 A. M., and 2:15 P. M.

ON SUNDAYS.

Philadelphia for Bethlenem at 3 P. M.

Doylestown for Philadelphia at 7:20 A. M.

Bethlebem or Philadelphia at 7:20 A. M.

HHRD Street or BERKS Street

85

KILIS CLARK. Agent

REIGHT LINES FOR NEW YORK AND
a i the Stations on the Cambern and amboy and
connecting Railroads. Increased despatch.

The Camiles And Amboy Railroad And
TRANSFOR ATION COMPANY FREIGHT LINES
for New York will leave Walnut Street Wharf at 5o'clock P. M., daily (Sundays excepted).

Freight must be delivered before 4% P. M., to be forwarded the same day. Returning, the above lines will
leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton. Princeton, Kingston New Bruns,
wick and all points on the Camden and Amboy Railroad; also, on the Belvidere Delaware, and Flemington; the New Jersey, the Freehold and Jamesburg, an
the Burlington and Mount Holly Railroad, and at Manunkachunk with all points on the Polisware Lackawanna,
and Western Railroad, forwarding to Syracuse, Buffalo,
and other points in Vestern New York.

The New Jersey Railroad connects at Elizabeth with and ober points in vestern New York.

The New Jersey Raliroad connects at Elizabeth with the New Jersey Centra. Efficient and at Newark with the New Jersey Centra. Efficient and at Newark with the Morris and Essex Raliroad.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods or no recent will be given. Increased facilities have been made for the transportation of Live Stock. Drovers as Invited to try the route. When stock is furnished in quantities of two cai-loads or more, it will be delivered at the foot of Forlieth street, near the Drove Yard, or at Pier No. I North river, as the shippers may designate at the time of shipment. For terms, or other information, apply to WALTER FREE and N. Fielght Agent.

11. No. 226 S. DELAWARE Avenue Philadeiphia.

HILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD, On sud aiter WEDNESDAY, November 1st, 1865, until On and after WEDNESDAY, November 1st, 1865, until Fur/her Notice.

FOR GERMANTOWN

Leave Philadelphia 6, 7, 8, 9, 19, 11, 12 A. M., 1, 2, 3 19, 334, 4, 5, 554, 6, 7, 8 9, 10, 11, 12 P M.

Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 434, 6, 635, 7, 8, 9, 10, 11 P. M.

2 he 8 20 down train, and 354 and 556 up trains will not store on the Germantown Heaneth.

1, 2, 3, 4, 4%, 6, 6½, 7, 8, 9, 10, 11 P. B.

2 he 8 26 down train, and 3% and 5% up trains will not stop on the Germantown Branch.

ON SUBDAYS.

Leave Philadelphia 9 10 A. M., 2, 7, 10% P. M.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 3% 5%, 7, 9, and 11 P. M.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 3% 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill 7-10 minutes, 8, 940, 11-40 A. M., 49, 3-40, 5-40, 8-40, 8-40, and 10-40 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9-10 minutes A. M., 2 and 7 P. M.

Leave Chesnut Hill 7-40 minutes A. M., 12-40, 5-40, and 9-25 minutes P. M.

Eave Chesnut Hill 7-40 minutes A. M., 12-40, 5-40, and 9-25 minutes P. M.

Leave Chesnut Hill 7-40 minutes A. M., 12-40, 5-40, and 8-25 minutes P. M.

Leave Philadelphia 6, 8-35 minutes, 11-95 A. M., 1%, 2, 45, 556, 30, 8-85 minutes, and 11% P. M.

Leave Norristown 5%, 7, 7-50, 9, 11 A. M., 1%, 4%, 6, and 8 P. M.

The 5% P. M. train will stop at School Lane Wissahickon, Manayunk, Spring Mill, and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, and 7 P. M.

Leave Philadelphia 6 8-25 minutes, 11-05 A. M., 1%, 3, 4%, 5%, 6%, 8-95, and 11% P. M.

Leave Philadelphia 6 8-25 minutes, 11-05 A. M., 1%, 3, 4%, 5-36, 6%, 8-95, and 11% P. M.

Leave Philadelphia 9 A. M., 2 M., and 7 P. M.

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Leave Philadelphia 9 A. M., 2 M., and 7 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 24, and 7 P. M.

Leave Manayunk 75 A. M. 56, and 8 P. M.

W. S. WIL-ON, General Superintendent.

Depot SINTH and GREEN Streets

W. S. WIL-ON, General Saperintendent.
Depot NINTH and GREEN streets

WEST JERSEY RAILROAD LINES.
From foot of MARKET Street (Upper Ferry).
Dai'y, except Sunda's
FALL AND WINTER ARRANGEMENT,
Commencing WEDNESDAY, November 15, 1865.
For Bridgeton Salem, and all Stations on West Jersey
and Salem Hallroads, at 9 A. M. and 3'39 P. M.
For Millville and all intermediate Stations, at 9 A. M. and 3'40. M.
For Cape May and intermediate Stations at 9 A. M. to
Millville, connecting with Freight Train Passenger Car
attached for 'ape May, due 3'45 P. M., and 3 P. M.,
For Glassboro and intermediate Stations, at 9 A. M.,
60d 3'30 P. M.
For Glassboro and intermediate Stations, at 9 A. M.,
60d 3'30 P. M.
For Woodbury, Gloucester, etc., at 9 A. M., 3, 3'30
and 3'30 P. M.
Freight train will leave Philadelphia, from Sandford's
wharf, at 10 A. M., and Camden at 12 M.
J VAN RENSSELAER, Superintendent.
J VAN RENSSELAER, Superintendent.
THE WEST JERSEY EXPRESS COMPANY
will attend to all the usual branches of express business,
receive, deliver, and forward through other responsible
Express Companies to all parts of the country, any
article intrusted to them.
A Special Messenger accompanies each through train.
Office, No 5 Wainut street